









## The By-Law Discussed

Mr. Bodwell Makes a Favorable Impression in Victoria West.

Ald. Beckwith and Mr. B. Boggs Favor the Ferry—Mr. Ker Opposes It.

An audience thoroughly representative of Victoria West assembled in Sample's hall last night to hear Mr. B. V. Bodwell and other speakers explain the salient features of the scheme for direct and ferry connection with the Mainland, the by-law to ratify which will be submitted to the ratepayers of the city on Thursday, November 20.

Mr. Bodwell, who occupied the chair, and on the stage with him were Ald. Beckwith, Mr. Percival R. Brown, and Mr. E. V. Bodwell.

The chairman announced the object of the meeting, and referred to the personnel of the meeting held at the Strand hotel recently as a guarantee of the stability and good faith of the scheme and as an earnest of its success. Victoria, he said, was lacking in two factors essential to her progress and prosperity—commercial independence and healthy competition in the matter of transportation. He claimed that the conditions existing in this city today are somewhat similar to those existing in British Columbia before the construction of the C. P. R., when the province resembled the walled city of ancient Troy. The province was walled in by mountains, and the Dominion brought in the iron horse, instead of the famous wooden one of Troy, and let loose an army of drummers, who captured the trade. In those days Victoria was so confident of retaining her trade that she ignored the offer of the C. P. R. to make her its terminus, and in consequence a great deal of the business which should have been diverted to Vancouver, it was only natural that the C. P. R. should so manage its business as to favor the territory and the towns tributary to its line; but Victoria should be independent of that company by having direct communication with other transcontinental lines. He insisted the halibut fishing done from Vancouver, and said if Victoria had a direct line of refrigerator cars she could control that trade. In the matter of fragile goods brought to Victoria there was a very great loss by breakage, caused in transshipment from the railway to the steamer—if freight cars could be brought into the city this would be obviated. He appealed to those present to vote for the by-law as something that directly affected the future of every one of them. The fight for this ferry was a fight for their homes and their future well-being, for every man, no matter what his station or occupation, would profit either directly or indirectly by the coming of the railway. (Applause.)

Mr. Boggs then called upon Mr. E. V. Bodwell, who was flatteringly received. He understood that enemies of the railway-ferry scheme had organized an opposition to endeavor to defeat it at the polls. He, and those whom he represented, had not time to make a canvass of the ratepayers, but must trust to the spirit of enterprise, loyalty to their city, and the love of their homes of the ratepayers to secure the passage of the by-law upon which the future progress and prosperity of the community so much depended. History was repeating itself. When the C. P. R. was proposed, many men who considered themselves wise, prudent men of business opposed it as a chimerical idea which was bound to result in disaster to Canada. In British Columbia in particular it was held that the railway would not be operated, except at a great loss; yet look at the result. It had made the resources of this wealthy province known to the world, and had afforded facilities for the development of its natural wealth which, without a railway, would be lying unknown and neglected to-day. It was the legitimate right of the business of the C. P. R. to build up its own tributary territory and to advance the interests of Vancouver, but it had no right to dictate to Victoria. Vancouver, through energetic and systematic advertising by the C. P. R., was known throughout the East as the chief city and commercial centre of British Columbia. Victoria was little known, for the reason that it was not in the interest of a great corporation like the C. P. R. to advance its interests and keep its advantages constantly before the public. Now, however, Victoria had an opportunity to secure the aid of one of the largest of the corporations on the continent, and to become practically the terminus of that great system. The Great Northern has been bonded indebtedness, more reserve capital and more cash on hand than any other road in America; it had bought several railways from its surplus, but it was handicapped in the matter of having no entrance to Victoria. Cars of freight have to lie for weeks at Liver-

pool, waiting transport to Victoria. The by-law proposed plan to give this corporation a free and efficient entrance to Victoria (applause), with ample wharfage and terminal facilities—everything that will practically make Victoria its terminus. It is not claimed for the scheme that it will realize all Victoria's ambitions at once, but it will be a long step in the right direction. (Applause.)

Victoria was accused of being slow, apathetic, wanting in energy, and the city's progress was compared with that of Seattle, but that comparison and those taunts were unfair. Victoria's business men had the energy and the capital, but her position and her history had herefore precluded her rapid progress as a commercial centre. That difficulty it was now proposed to remove once and for all, and it was the duty of every well-wisher of the city to assist in the good work. (Applause.)

Recently a Victoria merchant ordered a carload of oranges and apples which he greatly desired to have delivered direct without transshipment, but the C. P. R. could not, or would not, deliver them in Victoria. Every day were heard complaints of loss by breakage of fragile goods, for which there was no present remedy. The fault lay in the existing system of handling freight; there was no ground for condemning the C. P. R., which was only doing its own business in its own way. The loss of time and extra expense which were caused by the present system must fall, in a great measure, on the consignees, who had the remedy in their own hands. The proposed railway-ferry would do away with that. The advantages offered by the scheme could be demonstrated in dollars and cents, but there were others that would accrue as a matter of course—an increase of population, increased value of real estate, an impetus to existing industries, and the establishment of new ones, all of which would obviously result from the introduction of a transcontinental railway into Victoria. He had spoken to a large number of business men, and all but one had spoken most favorably of the scheme. Of course, many opposed it, and some for the most trivial reasons. Mr. Macdonald said if it were carried out it would be found impracticable, as it would be the largest railway ferry in the world. The Senator was very far astray. There was on Lake Michigan a ferry from Manitowoc to Ludington, successfully operated and carrying trains of freight and passengers, of the same length as the proposed line, and there were half a dozen more long-distance ferries plying on that lake for years with perfect safety and satisfaction. (Applause.)

Compared with any of those lake ferries, the one proposed was simple. There was little open water to be encountered, and the only difficulty which might be feared was heavy fog, which probably would not interfere with its operation once in five years. (Applause.)

The company agreed to build a substantial, efficient, first-class ferry in every particular, with accommodation for 400 passengers and eight loaded freight cars, and which would make the trip every day in the year at a speed of 14 miles an hour. It was suggested that the men who built and equipped such a ferry with their own money would fail to operate it after it was built and kept it up to the standard. It would be clearly in their interests to do so, and to improve the service as occasion required. (Applause.)

Mr. Bodwell then devoted some attention to Mr. Higgins' letters in the Colonist, pointing out the childishness of that gentleman's arguments and the ignominious inference which would be drawn from his conduct if he refused to submit to the by-law. The suggestion that the promoters did not offer to pay the expenses of the by-law was shown to be illogical, and a paltry imputation that those gentlemen had no money. The Municipal Act, as Mr. Higgins should know, gave the promoters the right to the by-law to the ratepayers, and such an offer on the part of the company could only be regarded as an attempt to bribe the council. The aldermen had a right and it was their duty to kill the by-law if they did not consider it good. The promoters of the scheme asked no favor of the council, but were willing to stand by the merits of the scheme. (Applause.)

The speaker deprecated the idea that the railway-ferry would injure the C. P. N. Company, arguing that, on the contrary, it would increase that company's business by the general prosperity which it would promote in the valley, and in the Fraser River valley, where at present fruit and other products were rotting for want of transportation facilities.

The proposed road would run right through the heart of that magnificent farming district, would give every farmer a chance to send his products to Victoria and encourage him to extend his operations and raise larger crops. The C. P. N. and other transportation companies would find their businesses greatly improved, and when the railway was extended to the north end of the island—which it surely would—they would find their present fleets inadequate to handle the increased traffic created by the opening of new territory, and the creation of new shipping points.

Mr. Bodwell then showed the proposed route of the ferry and railway on a map, and proceeded to combat the objection that because the road ran to Stevenson the trade of the Fraser valley would be diverted to Vancouver. He showed that all the business of Stevenson now went to Vancouver, and if Victoria never had a railway she never could hope for even a portion of that trade, or that of the Fraser valley. The Great Northern would bring all that trade to Victoria, as it would hold the key to the situation and could complete successfully with the C. P. R. (Applause.)

He then took up the question of Oriental trade, and showed that Victoria would in all probability become the terminus of the N. Y. K. line of steamers running in connection with the Great Northern, and that Victoria might hope to secure the larger Oriental lines, for which she could offer them her facilities. China alone will soon require large fleets to transport it, and Victoria with transcontinental facilities will secure her share of that trade. The steamers running to Vancouver, Seattle, Tacoma had only one line of rail to connect with, but Victoria, with her ferry roads, for the C. P. R. and the Northern Pacific, was a center to see an enterprise, as the C. P. R. ventured to say, would be advertising freight delivered in Victoria before the passing of the by-law. (Applause.)

He pointed out the lever the transcontinental connection would afford to decide the Dominion government to improve the Victoria harbor, so as to accommodate the big ships craving admission. It would be blindness on the part of the ratepayers to neglect the opportunity afforded them of securing those immense advantages to the city. The cost, \$15,000 for 20 years, was but a drop in the bucket. The owner of a house and lot valued at \$1,000 would have to pay just 45 cents a year. Where was the man in Victoria so poor that he would not risk 45 cents on

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getting the city a railway? (Applause.) Mr. Bodwell expressed surprise at the reported opposition of the E. & N. Railway Co. to the scheme. If it went through, the C. P. R. would be forced to send their cars over the E. & N. to Victoria, and it must also increase the local traffic. In addition, the C. P. R. would be now paying high prices for coal to the Crow's Nest Coal Co., would buy its coal at Nanaimo or Ladysmith, and thus add very materially to the business of the E. & N.

He then proceeded to deal with some more of Mr. Higgins' objections, showing the utter groundlessness of his understanding matters that would be patent to a school boy. The ridiculous argument that there was nothing in the by-law to show that the road would not be free from taxation was shown to be utterly absurd, as if a special by-law would be necessary to declare the road exempt from taxes. His apprehension that the road would be a financial burden to the city would have to pay nothing until it was. The question of the market building was explained satisfactorily. Mr. Higgins' unworthy suspicion of being disposed of most effectually. The whole property of the company would be in the hands of the city, and the building, regarding the charge that no stipulation was made that wharfage would not be charged on freight, that was nonsense. Was it likely that the company would try to do business by charging higher rates than those of the existing transportation companies?

The promoters of the scheme, Mr. Bodwell said, were all men of good standing and credit. Some of them were known, but others did not choose to be exposed to the curiosity of the Colonist's correspondent until active work was begun. With regard to the Victoria & Sidney, Mr. Bodwell read a clause of the agreement, showing that the interests of that road and of the city were properly safeguarded.

Mr. Bodwell concluded his interesting and able address by asking all those present to support the by-law, and to secure for it the support of their friends, for their own sakes and for the future welfare and prosperity of the city. He resumed his seat amid prolonged applause.

Ald. Beckwith was the next speaker. He made a forcible and convincing argument in favor of the railway ferry, during which he pointed out Victoria's present position and the desirability of securing connection with the transcontinental railway systems. He contended that aside from the local traffic created by a line through the Fraser valley would more than repay Victoria for her outlay of \$300,000 spread over 20 years. That magnificent district was locked up and a great part of it useless for lack of communication with a market. He subjected the C. P. N. to some friendly criticism on their methods of doing business, instancing his being unable to get from Ladysmith to Victoria via the C. P. N. and his being obliged to go by the E. & N. occasionally. The shed there was full of freight, and altogether the situation was unsatisfactory and called for a change. He pointed out that the De Cernos and other proposed schemes had been killed because they might interfere with the business of the C. P. R., and he thought it was time that spirit of forbearance was abandoned and the people took a hand in improving their position, even at the expense of the local corporations. These, he believed, would be benefited, not injured, by the present position, which would be only the entering wedge of a new era of progress and development. He dwelt on the importance of a direct line from Victoria to the Similkameen and Kootenay, and of railway extension to the north end of Vancouver Island, which, combined, would make Victoria a commercial mistress of the Coast. (Applause.)

Ald. Beckwith concluded, assuring the meeting that he had done his utmost to safeguard the interests of the city when the agreement was up for consideration, and considered it in its present form a fair businesslike proposition, worthy the support of every ratepayer, and as a citizen he appealed to them to vote for its adoption. (Applause.)

Mr. D. R. Ker requested to be allowed to speak, and vigorously opposed the by-law. He said he was not there as a representative of working in the interests of any corporation, but as a citizen, and business man. He objected to the scheme in toto. The city was paying too much and would get little in return, only a few freight cars—no passengers. Mr. Bodwell interrupted, saying this was one of the slanders which enemies of the scheme were circulating.

Mr. Ker then wandered into a dissertation on the merits of the proposed route, asserting that the passenger service would be limited to local traffic, and that there would be little through traffic. He claimed that Fraser valley farmers were happy with existing transportation facilities, and ended by declaring the scheme was gotten up by Vancouver men to turn the Fraser valley trade to that city. (Applause.)

A lively passage-at-arms ensued between the speaker and Mr. F. C. MacGregor, which caused much amusement. Mr. Bodwell replied briefly to Mr. Ker, commenting on the happy farmers of Fraser valley, who sold all their wheat and oats to Mr. Ker, but the others, who did not grow wheat and oats, had no market for their produce.

Ald. Beckwith also denied some of Mr. Ker's statements, and the meeting closed with a vote of thanks to the chairman.

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## The Colonist.

WEDNESDAY, NOVEMBER 21, 1900.

Published by

The Colonist Printing &amp; Publishing Co.

Limited Liability,

No. 27 Broad Street, Victoria, B. C.

PERGIVAL R. BROWN, Manager.

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## POINT ELICE BRIDGE.

The Point Ellice bridge is one of the most important in the city. Over it all the traffic between Victoria West and the remainder of the city goes, and the same is true of the traffic of Esquimalt. A very considerable area out of the city limits uses this bridge. Car traffic over it is increasing, and is likely to increase. Therefore necessity exists for a first-class bridge. The people will not be satisfied with one that is just good enough; they want one that is up-to-date in every way. One of the Aldermen has proposed that the tramway company should build a bridge for its own use. There may be some things in favor of that, but one bridge would serve all purposes.

We venture the suggestion that inasmuch as this bridge is part of the highway between the capital of the province and a large and fairly prosperous section of the Island, the provincial government might very reasonably be asked to contribute something towards the cost of a first-class structure. The accidental circumstance that the bridge is within the city limits does not relieve the government of the obligation to provide a means whereby the people living out of the city can reach the court house, the parliament buildings, and so on. A steel bridge, with stone piers, would not be very expensive, but we think it only fair that a structure which would accommodate so many people, who are not taxpayers within the city, should be at least in part paid for out of the public revenue.

## THE WEATHER.

The unreliability of any one's memory of previous years is proverbial. Here is an illustration. A gentleman called upon the Colonist yesterday and said he had been told that there was skating in Victoria on Thanksgiving Day, 1890, and he wanted to know if it was true. His informant, he said, was a man who said he went skating on that day. His informant may have had a "skate" on Thanksgiving Day last, but it was not on ice. The temperature did not get anywhere near freezing in November, 1899. The coldest day of the month was November 22, when the thermometer went down to 39 deg. The warmest was November 1, when 60 deg. was registered. November 10 registered 58 deg., and the 26th showed 56 deg. During the first half of last November the mean temperature was in the neighborhood of 50 deg.

The present cold spell is, perhaps, not altogether unprecedented, but not many people recall anything like it, and even those who think they do are likely to be mistaken. In Seattle the temperature has been about the same as in Victoria, with rather more snow. S. F. Coombs, a local historian, whose data on subjects of this kind are wholly reliable, says that there has been no such weather on Puget Sound since his arrival in the country 41 years ago. He also says that the oldest Indians say that only on one occasion was there so much snow as during the storm of some six or seven years ago. About 1800 or 1801, it is said that the weather was unusually cold. A well known Seattle resident said that Hood's canal was frozen over and he took a horse across on the ice. Probably this was because of the fresh water, which forms a stratum on the top of the salt water, freezing, just as it sometimes does in not very cold weather in James Bay. The coldest weather recorded in recent years was in 1883, during the last week of January, when the thermometers showed -4 deg. in this city, and somewhat lower on the Mainland. There were several feet of snow on the ground at that time. There was heavy snow in 1879, 7 feet having fallen on Puget Sound in two days. In the winter of 1891-92, there was scarcely more than a trace of snow in any of the Coast cities, and only on one or two occasions did ice form. The present low temperature seems to be general all over the North American continent. Such weather is not unusual east of the Rockies at this season, but it is very seldom that the cold wave moves in such a manner as to reach this Coast.

## ISTHMIAN CANALS.

The United States government has a commission looking into the question of a canal across the Isthmus. When the commission was first talked of, the idea was that it would certainly recommend the Nicaraguan route. The belief is gaining ground that the conclusion may be in favor of the line via Panama. Work is being steadily pushed along the de Lesseps route, and although the expenditure is not very large, decided progress is being made. It is thought that if the United States government would declare itself behind the Panama scheme, the completion of the work would be greatly hastened. The Panama Canal Company was originally a French corporation, but all the franchises and works have passed into the control of a company organized under the laws of New Jersey, which makes it an American company, as far as its domicile is concerned, no matter who may be its stockholders. This company is employing every available means to educate public opinion in favor of the Panama route, and apparently with some measure of success. The almost certain result of the controversy between the two companies is that delay will ensue. We are inclined to think that the Panama people will in the end prevail. They have a shorter route; the cost of construction can be closely estimated from the expense of what has already been done; and considerable time will be saved. Moreover, the Panama route is all through one jurisdiction, while that via Nicaragua either passes through or is bordered by several countries. The latter route would hardly have attained any popularity whatever if it were not for the circumstances that the former was in the hands of Frenchmen, and the amour propre of the people of the United States would not tolerate the idea that any European power should control the only waterway between the two oceans. Without desiring to underrate the value of an Isthmian canal, we are not among those who regard it as of prime importance to the Pacific Northwest. It will necessarily benefit the whole Pacific Coast, but not to the extent that was expected before the completion of the transcontinental railway system.

The birth rate in Ontario continues to decline. Marriages are increasing. If Ontario does not look out it will enter upon an era of decadence.

Very hot weather is reported from New York and Pennsylvania. The cold wave first showed itself in that benighted part of the world. Let us hope that the warm one, which appears to have originated there, will find its way in this direction.

The political articles in the Vancouver and Kootenay papers have a very curious flavor to the outside reader. Warm-over-politics are terribly unpalatable.

Pictures of a negro being burned to death now adorn the press of the United States. This is a terrible thing. Still more terrible is the fact that few, if any, words are spoken in condemnation of the frightful act.

An exchange asks what would happen in China if all the Boxers followed the example of the boxers in the United States and took to the saloon business after being knocked out. As Lord Dundreary would say, that is one of those things that no fellow can find out.

What difference does it make whether or not the Duke of Manchester has married Miss Zimmerman? If he wanted to and she was willing, we do not know why the Associated Press should trouble about wiring particulars of the wedding and the denials of the father of the alleged bride all over the country.

The rail shipments of lumber from Western Washington during the first nine months of the present year amounted to 233,010,000 feet. This is a business which has only come into existence within a few years. Shipments of lumber from this Coast to districts east of the Mountains will enormously increase in the future, for the supply in the great Eastern timber-producing regions is becoming short.

The shingle trade of Western Washington has reached gigantic proportions. During the first ten months of this year, 3,040,950,000 were shipped East by rail, and almost as great a quantity was shipped last year. There are vast quantities of cedar in the state of Washington, but at the present rate of consumption all the near-by growth will soon be exhausted.

Dr. Parkhurst thinks an ideal newspaper should tell the truth, should print all the news, should not be swayed by business interests, should have limitless enterprise and know no such thing as fear, should lead public opinion, should possess public confidence, and should be beyond the reach of patronage. The Doctor does not specify the amount of his ideal newspaper's bank account, but we assume that, as it is to rise superior to business considerations, this, like its enterprise, should be unlimited.

Fear is expressed that a partition of China is inevitable, because of the magnitude of the indemnity, which the powers seem determined to exact. This is the rock upon which the European concert will split. The actual amount of the indemnity to be demanded really makes no great difference to the powers. On the other hand, it does make a great deal of difference to China. A moderate sum might be promptly paid, but a large amount will call for such guarantees that the empire will be placed practically under foreign control for years to come. A question therefore arises as to the control. Temporarily a joint plan could be readily concocted, but how

long it would work is another matter. It will be remembered that Great Britain and France were given joint control of Egypt, but they parted company at the first sign of difficulty, and Great Britain has since remained the virtual possessor of the country. Something of the same kind is almost certain to occur in China under any scheme of joint control that can be devised. Yet any plan of partition would certainly lead to no end of trouble. There is no use in flattering ourselves that the Oriental difficulty has been solved. It has only fairly begun.

The Trades and Labor Councils throughout the United States are taking steps to secure from Congress legislation directed against Japanese immigration. As there is not at present any emigration from Japan to America, the need for action just now is not clear. Indeed, international considerations seem to render it undesirable that, for the time being, any steps should be taken by Western powers that are calculated to create unpleasant feelings among the Japanese people. After satisfactory conditions have been established in the Orient, it will be necessary to take up the whole question and dispose of it in some way; but just now the edict against emigration promulgated by His Imperial Majesty of Japan seems to meet the case.

It is once more declared that the United States is to have the most powerful warships in the world. We were informed a year or so ago that they had these already. In fact every vessel launched for the navy of our neighbors has been asserted on all kinds of authority to be the most irresistible craft afloat. Our neighbors not only have the mightiest ships, but the most terrific guns that imagination can conceive of. The picture of one of their latest inventions destroying an enemy's fleet is something appalling. It is also well understood that there never were in the world any admirals fit to act as cabin boys to the admirals of the United States navy. As for speed, their vessels are simply out of sight; and for seamanship no one can hope to equal their blue-jackets. All these things are stated on the authority of their Sunday papers. On week days, the United States navy is something eminently respectable, but that is all. Our neighbors are the funniest nation in the world. They are particularly funny when they try to be serious.

## COMPULSORY ARBITRATION.

An Example of the Judgment in Labor Dispute in New Zealand.

The following finding of the Arbitration Court in Wellington, New Zealand, is taken from the Lyttelton Times, published at Christ Church, N. Z. It is of interest as showing the length to which labor legislation goes in that country. Judgment was given in the Arbitration Court to-day in the coachmakers' bakers', matchmakers', painters', and butchers' disputes. Generally speaking, all were favorable to the workers. In the matchmakers' case the Court said that if more had been asked more would have been awarded.

In the bakers' case the Arbitration Court awarded that nine and a half hours constitute a day's work, including a half hour for breakfast and one hour for sleeping. Wages—Foreman, £3 per week; second hands, £2 10s; any others, £2 6s each; the employee to have an allowance of thirteen loaves, and all hands to receive "dry" pay; tradesmen incompetent by reason of age or physical weakness to be employed as a wage earner; settled between the union and the employers. No baker or workman shall commence work before 4 a.m., except on Saturdays when he shall commence before 2 a.m. After the stated hours are worked overtime is to be paid. No apprentice is to be employed unless the shop has a bona fide journeyman. When there are four journeymen two apprentices are allowed, but not more than two apprentices shall be employed, and they are to be indentured for five years. Jobbers are to receive 10s per day of nine and a half hours.

In the coachmakers' case the Court found that four classes of labor are to be recognized—journeymen, journeymen, who for any reasons are unable to earn the full wages prescribed, apprentices and laborers. All journeymen are to be paid not less than 1s. 3d. per hour, a week's work to consist of 48 hours, on Saturday work to extend from 7.45 a.m. to 12 noon. Overtime is to be paid. The proportion of boys to men is not to exceed one to three. Piece work is not to be allowed.

In the painters' and decorators' case a number of employers were attached to the award.

In the match factory case the weeks' work was fixed at forty-seven and a half hours, and the rates of pay were fixed for piece work. In the butchers' case the Court fixed the wages as follows: First shopman, £3 per week and found; second shopman, £2 10s and found; third shopman, £2 10s and found; first small-goodsman, £3 and found; second small-goodsman, £2 1s and found; man in charge of hawking cart, £2 1s and found; man in charge of an order cart, £2 1s and found. In each of the above cases, where an employee is not found, 10s per week is to be added to the award. The holidays allowed without stoppage of pay are New Year's Day, Good Friday, Easter Monday, Birthday of the Reigning Sovereign, Labor Day, Boxing Day, Anniversary Day, and the day on which the butchers' annual picnic is held. The proportion of boys employed is to be fixed at not more than one to five. The employer is to be classed as first shopman when regularly employed in the shop. The hours of labor are not to exceed fifty-six in any one week, and labor must cease not later than 10 p.m., every Saturday.

Mr. Justice Martin said that the Court had fixed weekly hours, so that the men could not be imposed upon, but had left the arranging of hours, so that employers could arrange with their employees daily the hours best suited to their business. The Court did not allow for payment for overtime, because there had been so much give and take in the trade between masters and men and the trade was so much disturbed by conditions which seemed to be of an amiable kind. The minimum rate of pay had practically been fixed at 1s. per hour for the general hands. The Court did not stipulate that boys should be legally indentured, as the present conditions of the butchery business did not permit of a boy learning the trade thoroughly.

In delivering awards in the Arbitration Court to-day, Mr. Justice Martin told the parties concerned that the Court

would be only too glad, at any time, to give them its advice upon any point in the awards which might not be clear. If doubt arose at any time when the court was not sitting then a joint written statement of the difficulty from the employers and the union concerned could be sent to him, and he would communicate with his colleagues upon the subject with a view to solving the difficulty. All the awards delivered were made for a period of two years, and the terms appeared to give general satisfaction to the union representatives present. Preference of employment was granted to members of all unions which came before the court, but there are provisos attached, under which entrance to the union is made easy, without any ballot, and at a small fee. His honor, speaking on the wages question, said that the rates awarded in all cases by the court were the lowest that the masters could give their hands, but the awards did not prevent an employer giving good men good wages.

## NELSON DISTRICT.

Construction of Roads to Give Better Access to the Mines.

From Nelson Miner.

The construction of roads and trails in the district under the jurisdiction of Government Agent Turner is about completed. During the season just closing very much has been accomplished in the direction of opening up various sections which have suffered in the past through lack of facilities. The principal undertaking in the vicinity of Nelson has been the wagon road on Forty-Nine creek, which is yet unfinished, although Foreman Walby states that he will complete the work inside of two weeks. The road, while only 3½ miles in length, taps one of the most important sections of the great free-milling belt west of Nelson. Several companies are operating on the creek, and have reached the stage where they require machinery for further development. The road will give them the facilities for taking in plant, and will be one of the leading factors in the growth of the district. The wagon road does not, however, serve the mineral properties on the head of the creek and on the divide between Forty-Nine and Eagle creeks. To open up this section a trail is being built from the end of the Forty-Nine road to the head of the creek. This work has been under way for a week.

East of the city a number of men have been employed. Eleven miles of trail was built up Nine-Mile creek to the divide, where a number of promising claims are located. As a result of this work many prospectors are working all winter who would otherwise have come out till spring.

On Duck creek, in the Goat River district, seven miles of trail was constructed. The creek is regarded as one of the leading sections of the division, and the opening of the trail will have an important bearing on its development. The Goat River trail was also completed six miles; and four miles of road was built between Rykorts and Creston. Seven miles of trail was built on Porcupine creek to the summit, connecting with the Midco creek country. Porcupine creek has been prospected extensively during the summer and a number of claims recorded which will doubtless be worked next summer.

Southeast of the city a number of trails have been built in the Lost, Hidden and Sheep creek districts, all of which have come prominently to the front this year. A wagon road has been completed on the north fork of Wild Horse creek, which is now staked almost from source to mouth. A trail has also been made from the wagon road on the main fork of Wild Horse three miles up-stream, passing the Wilcox group of claims. The Broken Hill Mining Company, which owns this property, has a crew at work now, and is contemplating putting in a next spring to handle their ore, and the trail will be of material assistance in taking in the plant. A bridge has been built and a track constructed for some distance up Hidden creek, thereby giving transportation facilities to a section which will be heard from next season. Four miles of trail has been built from the Yellowstone wagon road to Lost creek, tapping the country south of Sheep creek. In addition to these, a wagon road was built to connect the Keystone group, now under bond to a Spokane syndicate, with the Arlington wagon road.

With the additional country rendered available for development on an extensive scale, and the general activity manifested in mining circles, there seems to be a reasonable ground for the prediction volunteered yesterday by a well-known prospector and promoter, who said: "Barring any Nome or Klondike rushes, South African wars or similar disturbances in the far capital, the Coast canyons will see the biggest development in many years."

THE FARMER'S WIFE is very careful about her churn. She scalds it thoroughly after using, and gives it a sun bath to sweeten it. She knows that if her churn is sour it will ruin the butter that is made in it. The stomach is a churn. In the stomach and digestive and nutritive tracts are performed processes which are exactly akin to the churning of butter. Is it not apparent then that if this stomach churn is "sour" it sours all which is put into it? The cell of a foul stomach is not the bad taste in the mouth and the foul breath caused by it, but the corruption of the pure current of the blood and the dissemination of disease throughout the body. Dr. Pierce's Golden Medical Discovery makes the stomach sweet. It does for the stomach what the washing and the sun bath do for the churn. It removes the "sour" or tainting or corrupting element. "Golden Medical Discovery" contains no alcohol, whisky or other intoxicant and no narcotic.

## SAILING SHIPS.

Revival in Building Them Has Arisen on The Clyde.

Canadian Trade Review.

It is frequently said and written that the steamship has driven the sailing vessel off the sea, a statement so far devoid of truth that nearly half the world's freights are carried in sailing vessels and a full half of the tonnage of ships built last year is to be propelled by the wind.

This may seem a surprising fact, but it is only necessary to run up Lloyd's list to prove it. That it is not more generally recognized is largely due to the fact that personal interests are wider with reference to passenger vessels and the carrying of mails. The larger fleet of sailing vessels is made up of small craft and coastwise traders. In deep water commerce, except between ports which are connected by regular lines, the preponderance of sail tonnage is even greater. In the Lloyd's report just issued, it is shown that seventy per cent. of the freight carrying tonnage of the world was under sail, and not in small ships, either, but great four-masted, skysail-yard steel ships of 3,000 tons measurement. In the matter of shipbuilding a trifle over one-third of that built in America were sailing vessels, some of them schooners of four and five masts,

carrying up to 4,000 tons dead weight. But in Scotland on the Clyde they are building more sailing ships than steam vessels.

This, in fact, a recurrence of sailing ship building, and the reason is apparent when we consider the sailing ship's economy her vast carrying capacity and the fact that her very slowness as compared with the steamer is actually no mean advantage in a great number of instances, as for example when goods are bought at a low market and not required by the purchaser for a long time; the storage is saved in the transit and second shipment as well in many cases. The rising price of coal is another serious matter for steamers, and this revival which may seem to be a backward step, has in fact, no such quality, but is rather the movement of trade in the most propitious channel open to it.

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## VICTORIA TIDES.

By F. Napier Denison.

The zero of the accompanying scale corresponds to the average lowest yearly tide, and 18.0 feet above the sill of the Esquimalt Dry Dock.

Wednesday, Nov. 21		Thursday, Nov. 22.	
Time.	Height above zero	Time.	Height above zero
3:50 a.m.	9.0 feet.	4:20 a.m.	9.2 feet.
7:50 a.m.	7.7 feet	8:30 a.m.	7.8 feet.
1:05 p.m.	8.8 feet.	1:30 p.m.	8.8 feet.
8:20 p.m.	1.3 feet	8:50 p.m.	0.8 feet.

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For a first-class Lunch and Dinner, with quick service, try The Victoria Cafe, 51 Fort street. Usual price 25c. Separate dining room for ladies.

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**AUCTION SALES.**—All Advertisements for Auction Sales will be found on Page 8.

Charge Not Laid.—The police yesterday decided not to lay a charge of attempted suicide against Jack Hayes. He will be held until he has completely recovered and is in a condition to take care of himself.

Day in Seattle.—With a view of giving the Victoria friends of Mr. James Pilling an opportunity of seeing him in "Tennessee's Pardon," which is to be given at the Seattle theatre on Saturday evening, the steamer Rosalie will be held at Seattle that night until after the show.

Ladies at Work.—Under the presidency of Mrs. Herbert Kent, a successful organization meeting was held yesterday afternoon of the lady workers in the interest of the passage of the railway bill. The meeting was held at the Victoria Y. M. C. A. building. Committees were appointed and the city will be canvassed in every direction.

Good Roads.—Mr. D. R. Ker, vice-president for Victoria of the British Columbia Good Roads Association, has called a meeting for Friday afternoon at 4:30, for the purpose of organizing a branch of the association for this city. The association meets here next month.

Leads All Canada.—According to the Tobacco Journal, published in New York, the following are the leading producers of cigars passing goods at that port for the week ending November 9, for consumption in Canada: E. A. Morris, Victoria, 17 cases; J. Rattray & Co., Montreal, 10; Morris, Michaels, Montreal, 1; G. W. Miller, Toronto, 7; Wm. Goldstein & Co., Toronto, 2; J. T. Phillips, St. John, 1; Baird & Peters, St. John, 1; K. D. & Co., Vancouver, 2.

Found but Lost.—Honesty is the best policy may be a good precept and a righteous, but there is one man in Victoria who is out of his way by the operation, and who only hopes for a chance to get even. He picked up a fine gold bracelet a few days ago, and in the innocence of his heart advertised the fact (and paid for it). The owner called and clearly described her lost property to the better who had made the find, and the latter's absence, and was handed over the bracelet. Now the owner has the lost property, the newspaper has the money and the "finder" has the experience.

Objected to the Camera.—At the request of Mr. George E. Powell, who has been retained for the defence, the hearing of the charge against John Moran and John Johnson of stealing a machine and pair of pants from McCandless Bros., was yesterday remanded until tomorrow. The charges of vagrancy against the men were withdrawn. As the case with all men arrested for stealing or other crimes, the police took the prisoners to be photographed, which task proved a most difficult one. They resorted to all kinds of dodges to prevent the camera from catching them. One of their tricks was to blink their eyes.

Sacred Concert.—An interesting and varied programme will be presented tomorrow evening in the Church of Our Lord (R.E.), by the choir, augmented by a few outside friends. Among the vocalists are Miss Hartnagle, Miss Hibben, Messrs. Cave, Barton, Phillips and Kingham. Dr. Nash contributes two violin solos, accompanied on the organ by Mr. T. H. Russell. Mrs. Harris will give an organ selection. The second half of the programme will be devoted to a scene from Spohr's "Last Judgment," beginning with the grand chorus, "Praise His Awful Name," and including several choruses and solos. Miss Hibben will be the soprano soloist, Mr. Phillips taking the bass parts, the tenor voice being entrusted to Mr. F. Macdonald. The comfort of those present will be carefully considered by the church authorities, who will see that the edifice is well warmed and comfortable, which during the present cold weather is an important consideration. The collection taken up will be devoted to the church funds.

**E. & G. Loxe**  
This signature is on every box of the genuine  
Laxative Bromine Tablets  
the remedy that cures a cold in one day

At greatly reduced prices, in order to decrease our heavy stock by the new year.

Place your Xmas orders before the usual rush.

Furs made over and renovated.

## WE CONSIDER

Our prescription department the most important part of our business. We dispense nothing but pure, fresh drugs, and our patrons can rest assured that any prescriptions they may bring to us will be carefully and accurately compounded.

HALL & CO., Dispensing Chemists,  
Clarence Bldg., Cor. Yates and Douglas Sts.

## Will Meet

The Farmers

Dairy Experts to Visit British Columbia in the Spring.

Other Authorities Will Explain Points on Breeding of Poultry.

Prof. J. W. Robertson, dairy commissioner, of Ottawa, had a long conference yesterday with Hon. J. H. Turner, minister of agriculture, at which Mr. J. R. Anderson, the deputy minister, was also present. The subject of the dairying industry of the province was thoroughly discussed, and the wants and complaints of the farmers laid before the Professor. As a result of the conference, Mr. Robertson purposes sending three of his staff out from Ottawa in the spring, one of whom is an authority on feeding and breeding cattle, another on cheese-making and testing milk, and the third on butter-making and dairying.

These men will bring a complete outfit and will remain in the province about six weeks, during which time they will hold five day meetings, where practical feeding, testing and dairying in all its branches will be taught, and addresses made on various subjects appertaining to dairying.

At these meetings it is proposed that students shall take a course, whose names shall be entered before-hand. In addition to these people, he proposes sending a practical stock man, and a practical poultry man, the latter with all appliances for breeding and fattening poultry. These two latter gentlemen will spend about two weeks each in the province.

Mr. Anderson suggested that the time of the regular meetings of farmers' institutes, which would probably take place between March 15 and April 20, would be the most suitable. To this Prof. Robertson agreed. The places of meeting are left for future consideration.

After some further consideration on various subjects in connection with agriculture, Prof. Robertson withdrew, and Mr. Turner expressed himself as pleased with the result of the interview.

## OPPOSE THE SCHEME.

Committee to Work Against Passage of Railway Aid By-Law.

A number of gentlemen met at the board of trade rooms yesterday to discuss the proposed railway and ferry scheme, and, after due consideration, all present agreed to act upon a general committee for the purpose of fully informing the ratepayers of the defects in the proposed scheme, with the object of opposing the same. There were present: A. A. Kirk, D. R. Ker, W. A. Robertson, B. F. Oddy, G. F. Matthews, Fred. Norris, T. Storey, William Allan, A. L. Belyea, D. W. Higgins, F. B. Pemberton, J. D. Loewen, C. T. Dupont, J. Wriglesworth, George Wynne, F. S. Barnard, A. J. O'Reilly, Robert Hicks, G. H. Barnard, C. A. Bury, George Reeves, John Bryden, Hugh McDonald, William Lohmeyer, B. W. Pearce, E. G. Prior, A. W. Jones, and W. J. Macdonald.

Painful Accident.—The host of friends of Mr. Robert Mitchell will learn with keen regret that he was so unfortunately injured by the fall of a sidewalk while on his way home on Monday evening, with such force as to sustain a severe fracture of the leg. He was at once removed to the Jubilee hospital, where he is now doing as well as can be expected.

Case for Charitable.—The attention of the charitable disposed of the city of Victoria, B.C., of 137 Fort street. When the firemen were called to the house yesterday they found Mrs. Horne, who is an invalid, lying helpless in bed, while fire was creeping nearer and nearer to her. She is a widow and has five little children. Her husband was burned to death several years ago.

Wooden Sidewalks.—There has been considerable comment on the streets over the decision of the city council to put down wooden sidewalks around the new buildings at the corners of Government and Cornhill, and Government and Piquard streets. True, the building on the latter corner is not a very imposing structure, but Mr. Heburn, who has during the past year erected a number of good buildings, deserves better by the city, and in the Chinese quarter everything should be done to better the sanitary conditions. Wooden sidewalks, which make good hiding places for cesspits, will not tend to do this.

## Mantels Tiles and Grates

A particularly fine assortment on hand. Call and inspect these art goods. Estimates cheerfully given.

**W. J. ANDERSON,**

Langley street, cor. Courtenay.

## GOLF GOODS

We have them by the best English and American makers.

**JOHN BARNESLEY & CO.**

115 Government St. Repairs BY SKILLED WORKMEN. Victoria, B. C.

## Three Days' Sale

Grand Mogul Tea, 50c. lb. for 34c.  
Grand Mogul Tea, 40c. lb. for 28c.

## HARDRESS CLARKE,

86 DOUGLAS STREET.

## DO NOT MISQUOTE FIGURES.

Some advertisers are using the Inland Revenue Department's recent official report upon baking powders to show the comparative strength and qualities of these articles as they are sold in the Dominion. It is not fair, however, either to the Analysts or to the public in making this use of the official figures, that they should be misquoted, as it is alleged has been done in some instances.

The following figures are copied from the official report printed by the Canadian Government and show correctly, as per that document, the relative strength value of the baking powders named. The analyses in all cases were made by the Government Analysts:

	Per cent. of Available Leavening Gas.
"Royal" (average of three highest tests)	13.4
"Cleveland" (average of two highest tests)	13
"Dearborn's" (average of three highest tests)	11.7
"Imperial" (average of two highest tests)	9.9
"Magle" (contains alum, average of three highest tests)	7.7

## TWO FIRES.

Department Called Out Twice Within a Few Minutes Yesterday.

The fire department had a run yesterday morning to 137 Fort street, a two-story building occupied by Mrs. Horne. A piece of live coal rolled from a grate and set the curtains alight, but the blaze was extinguished before any serious damage had been done. The loss is estimated at \$25. Mrs. Horne has been bed-ridden for some years, and as she is a widow with five children, her case is a sad one. Her husband was burned to death several years ago. She had a narrow escape yesterday, being unable to move while the curtains in her room were burning. She was moved by the firemen.

The firemen had just returned from 137 Fort street when they were called upon to attend a fire at the corner of St. John and Belleville streets, the residence of ex-Mayor Redfern. A spark from one of the chimneys set the roof on fire, but luckily a gentleman passing noticed it before the flames had gained much headway. The fire was put out with the chemical. The damage is slight, and the cost of a few shingles for the roof will cover the loss.

A Presentation.—Mr. James Stewart, one of the returned Canadians who were in the South African war, is in Victoria, B.C., November 17, 1900. Mr. Stewart and his friends spent a very pleasant evening with songs and reminiscences.

The entertainment of the season—St. George's Masquerade Ball.

For good groceries and liquor for family use, call at Blue Post, 114 and 116 Johnson street. J. M. Hughes.

Don't Run Chances by taking whiskey or brandy to settle the stomach or stop a chill. Pain-Killer in hot water sweetened will do you more good. Avoid substitutes, there's but one Pain-Killer, Perry Davis', 25c. and 50c.

A dance will be held in Methosin Hall, Friday 23rd inst.; admission 50 cents. All are cordially invited to attend.

A meeting of those interested in the proposed British Columbia Agricultural, Industrial and Mineral Exhibition will be held at the City Hall on Thursday evening at 8 o'clock.

Social German Entertainment and Dance, To-night, November 21, 8:20, Philharmonic Hall, Tickets 75c., for sale at C. Kosche, 55 Douglas street, and Hafer, Government street.

## MISSION BRIDGE.

New Structure Being Erected by the C. P. R.

The Columbian states that work has been commenced on the new bridge across the C. P. R. at Mission City, under the superintendence of Mr. Moir, who, as a boat-builder principally, is well known in this part of the world.

The importance of the work will be better understood when it is stated that it will give employment to probably three hundred men, most of whom will be drawn from this city and district. About one hundred and fifty of them will be more or less expert bridge-builders, and the remainder rough carpenters and general utility men. It is expected that the work will occupy the greater part of a year.

Are you going to see St. George's Masquerade Ball? Take your lady.

Use our WANT COLUMN at one cent per word.

Str. Victorian—Fare 50c. to Seattle.

Now is just the right time of the year to get a new linoleum for the kitchen, hall or bathroom. Weiler Bros. have just opened a large shipment of the best.

Take steamer Utopia for Seattle. Single fare, 50c.; round trip, \$1.

Str. Victorian—Fare 50c. to Seattle.

Lord Mayor's Pudding Bowls, Pudding Moulds, ordinary Pudding Bowls, in all sizes, Jelly Moulds, etc., at prices to suit the times, at R. A. Brown & Co's, 80 Douglas street.

Get your spectator's ticket and see the Maskers at the St. George's Ball.

Venison.—Deer are now coming in, and quantity rules the price. We now quote you venison, cut to suit, at 8, 10 and 12 1/2 cents per pound. Brown & Cooper, 100 Douglas street, 89 Johnson street, Tel. 101.

Steamer Rosalie, fare 50c. to Seattle.

Remember the Jacket Sale at The Sterling.

Lounges and Mattresses Repaired. All kinds of Upholstering done to order. Smith & Champion, 100 Douglas street.

Rosalie leaves Inner Wharf at 8 p.m. Regardless of the weather

Str. Victorian—Fare 50c. to Seattle.

Regular excursion daily, except Saturday, on Rosalie, to Seattle. Return trip only \$1.00.

Campaign Results.—If you wagered a hat on the result of the recent political contest, come or send the winner where he can get the largest assortment, the newest styles and the best values. He will get a comfortable, becoming hat if you direct him to George R. Jackson, 57 Government street.

Have an evening's pleasure at St. George's Masquerade on Thursday, in the A. O. U. Hall.

Str. Victorian—Fare 50c. to Seattle.

Hair Work.—Combs made up in any style. A full assortment of Switches, Bangs, Pompadours, etc. Latest designs in Combs, at C. Kosche, 55 Douglas street, Victoria, B.C.

**NOLTE**  
GLASSES ADJUSTED. EYES TESTED FREE.

Ye Olde Firme of Heintzman & Co.,

For whom we have been Local Agents for 15 years, was established in Toronto in 1850, and the GENUINE

## Heintzman Piano

Can be obtained only from us. A courier arrived to-day. Call and see them.

**M. W. WAITT & CO.**  
41 GOVERNMENT STREET.

## LADIES !!!

Remember that we thoroughly disinfect, Clean and Renovate Feather Beds and Pillows, and you can save money by calling on us, Works 119 Fort Street, corner Blanchard. Satisfaction assured.

B. DEACON, Proprietor.

## Overcoats, Gloves and Underwear

Weather man says cold snaps is to continue, and it is only a forewarning of what's to come later. No use trying to get along without an overcoat.

Better buy now and have the use of it for now and later on.

It's cheaper, too, than taking chances with your health and doctor's bills.

Good Overcoats.—

\$7.00, \$8.00, \$10.00, \$12.00

Good Gloves.—

50c, 75c, \$1.00, \$1.25.

Good Underwear.—

50c, 75c, \$1.00, \$1.25.

Boy's Overcoats.—

\$2.00, \$3.00, \$3.50.

Boy's Gloves.—

25c, 50c.

Boy's Underwear.—

40c, 50c, 75c.

Boy's Reefers.—

\$1.25, \$1.50, \$2.00.

**W. G. CAMERON**  
The Acknowledged Cheapest Cash Clothier in Victoria, 53 Johnson Street.



## Top Coats and Overcoats

Here is the city's best assortment of Fall and Winter Coats for men, youths, and boys. Elegant goods, excellently made, and bearing the evident stamp of style. The trimmings and linings are the best we have seen in ready-to-wear garments, and prices—well, just notice them.

BLUE BEAVER—Single and Double Breast—

\$7.50, \$8.00, \$11.00 and \$15.00.

FASHIONABLE BROWN CLOTH—With Velvet Collar, \$13.00.

SCOTCH GREY HERRING BONE CLOTH—

\$17.00.

ENGLISH OXFORD WORSTED—\$17.00.

ENGLISH BROWN WORSTED—Silk Lined, \$20.00.

ENGLISH COVERT COATS—\$11.00.

GREY WHIPCORD COVERT COATS—\$13.

## W. & J. Wilson

83 GOVERNMENT STREET.







 We Give Trading Stamps or Discount.



## FOR RENT.

Modern eight roomed dwelling, on Upper Pandora Avenue, \$25.00.  
Good, six roomed cottage on Michigan street, \$11.00.  
Two story house on Parry street, \$10.00.

Two Stores, Corner Yates and Blanchard Streets.  
Good, small Cottage, Hulton Street, Oak Bay Avenue.  
First class Hall, and Rooms over Stores, Corner Government and Pandora Streets.

**Pemberton & Son,** 45 Fort St.

## THE WEATHER.

Meteorological Office,  
Victoria, Nov. 20-6 p.m.

**SYNOPSIS.**  
The storm area continues to move down the Coast. It is now approaching California, where it is causing a general rainfall and high winds; while in the vicinity the barometer is gradually rising, and the weather, which has become fair, is likely to remain so for several days accompanied by higher temperature. The temperature, though still below zero in Cariboo and the Territories, is slowly rising.

## TEMPERATURE.

	Min.	Max.
Victoria	24	30
New Westminster	14	30
Kamloops	12	12
Esquimalt	12	12
Whitby	12	12
Portland, Ore.	24	30
San Francisco, Cal.	46	64

## FORECASTS.

For 24 hours from 5 a.m. (Pacific time) - Wednesday.

Victoria and vicinity: Moderate or fresh winds, mostly northerly; fair to-day and Thursday; stationary or higher temperature.

Lower Mainland: Light or moderate winds; fair to-day and Thursday; stationary or higher temperature.

## VICTORIA DAILY RECORD.

Report for 24 hours ending 5 a.m. Nov. 21. Observations taken daily at 5 a.m., noon and 5 p.m.

## TUESDAY, Nov. 20.

5 a.m. Mean.....24  
5 p.m. Mean.....24  
Lowest.....23  
Highest.....27

5 p.m. Wind.....S.W. 12  
Sunshine.....6 hours 42 minutes

Barometer at noon.....29.688  
Corrected.....29.739

## NEW WESTMINSTER.

Barometer at 5 p.m. Corrected.....29.76

## PASSENGERS.

By steamer Charming from Vancouver:

Dr. Mitchell	G. Brewster
Mr. Burns	Mrs. Mitchell
J. H. Plummer	J. J. Louth
Blanche Lewis	Edgar Buck
J. J. Atkins	J. W. McFarland
Mrs. Atkins	M. A. Spencer
Mrs. Douglas	M. A. Spencer
M. A. Leckie	B. D. Taylor
Duke Low	W. Furness
C. M. Rolston	C. G. Smith
W. Cunningham	D. Davis
J. Peck	A. Fleming
A. A. Grant	H. Grant
H. Deansley	H. Grant
Rev. Whitlington	H. P. Wilson
R. Houston	L. Von Cramer
Frank Darling	Alex. Goodie
W. Sherman	G. H. Hardie
H. P. Knight	J. Bowyer
Mr. Merrick	
Rev. F. Killy	
Mrs. Waters	

By steamer Rosalie from the Sound:

Miss Lee	Mrs. M. Stover
A. L. Stanley	E. Bates
E. Sedling	Mrs. Bates
A. L. Stanley	Mrs. Bates
C. Kean	Mrs. Fowler
A. M. Danyede	D. Norton
F. C. Burns	W. A. Scott
E. C. Moore	B. Butler
G. Stenton	F. Foyon
M. Levy	J. O. Brown
J. Shaw	C. Manners
W. Smith	C. Snook
A. J. Adams	A. Gobore
F. E. Nutron	A. Goodie
C. A. Hunt	M. Goodie
Carl Taylor	L. Goodie
J. E. Bennett	F. S. Coates
J. W. Spencer	J. Sullivan
E. J. Cranley	J. W. Coel
Mrs. Campbell	Alex. Mullock
Miss Winlock	L. Garteri
M. Stover	T. A. Grant
Miss D. Stover	

By steamer Utopia from the Sound:

R. Wright	S. M. Irwin
L. H. Liveston	J. H. Prior
H. King	Jas. Cumming
C. Smith	W. L. D. Young
P. Wright	A. Collins
R. Dalman	R. Moore
S. Henderson	C. E. Grizz
O. M. Dage	W. D. Johnson
W. D. Johnson	H. F. Baker
M. Beebe	E. Smith
Miss Graham	J. Martin
Miss Bell	J. W. Pettit
Mrs. Oliver	J. E. Snelley
Miss Childers	J. F. Foulkes
J. Swift	E. J. Rogers
J. B. Johnson	Mrs. Hopkins
Mrs. Morley	Mrs. Blnr
Carrie McDonald	Mrs. Blair
Pearle Mason	Mrs. Blair
Miss Limer	J. Bailey
R. McIntyre	

By steamer Senator from "Frisco":

P. Braun	F. Welsh
Mrs. McLaughlin	R. W. D. Harris
Mrs. H. Bridge	Mrs. H. T. Flett
A. Maybee	Mrs. F. Turner
Mrs. James	Mrs. Aldridge
Miss B. Weston	Mrs. Aldridge
G. Wilson	

## CONSIGNEES.

D. Spencer	Speed Bros.
J. Piercy & Co.	F. R. Stewart & Co.
Hall & Co.	Hong On
C. L. Leiser & Co.	F. A. Young & Co.
T. N. Hibben & Co.	Johns Bros.
Turner, B. & Co.	Founders G. Co.
R. C. B. & Co.	Fell & Co.
R. B. Ribbet & Co.	M. W. & W.
D. K. Chungraes	B. C. Market
J. Tolleth	C. R. King
E. A. Campbell	Lang & Co.
E. B. Jones	Sting Lee
H. A. Lilley	Gim Fook Yuen
H. Mansell	Chun Chung
Erskine, W. & Co.	Ying Loong
W. A. Jameson	

By steamer Rosalie from the Sound:

Elford & Smith	F. Norris
R. G. Prior & Co.	B. B. Martin & Co.
Wilson Bros.	Erskine, W. & Co.

By steamer Utopia from the Sound:

Gibson & P.	G. A. Knight
E. H. Nodde	D. & Co.
Lenz & Leiser	Lindley & P.
W. J. Anderson	G. Letham
C. A. Co.	Yee Hon Long
J. A. Hayward	D. C. Davidge & Co.
Taylor Mill Co.	Vic News Co.
Geo. Carter	Pope Stat. Co.
Henderson Co.	T. N. Hibben & Co.
G. N. B. Co.	

If you are nervous or dyspeptic try Carter's Little Nerve Pills. Dyspepsia makes you nervous and nervousness makes you dyspeptic; either one renders you miserable and the other little pills cure both.

## JONES, CRANE &amp; CO.

73 YATES STREET.

We are instructed by W. H. Mason, Esq., to sell without reserve by

## Public Auction

At his residence, 19 Rae street.

2 p.m., THURSDAY, NOV. 22d

## Furniture and Effects

Comprising: Bedroom Suits, Bedsteads and Mattresses; Toilet Sets; Wash, Bathtub and other Chairs; Ex. Rosewood and other Tables; Lounge; Bookcases; Carpets; Linoleum; Lamps; Gremlin Clock; Parlor Games; Standard Range; Kitchen Utensils; China Tea Set; Glassware; Garden Hose; Tools and other requisites; ANGORA GOAT, etc., etc.

Terms Cash. JONES, CRANE & CO. Auctioneers.

## Civil Service

## Examinations

It is Not all Red Tapeism Which Can be Easily Overcome.

Questions Which the Candidates This Year Were Required to Answer.

The innocent simplicity of some people in regard to the civil service examination is marvellous. The majority are under the impression that it is a formal red-tapeism which anyone who has the most elementary education can easily pass, and a wonder of wonders if any should fail. The following questions were given at the examination last week, conducted here by Rev. Dr. Campbell, should convince those who think the examination is a mere form. In order to pass, the candidate must secure 30 per cent. of the marks given for each paper, and 50 per cent. of the aggregate of all the papers. This percentage is as high as most universities require of their students in order to make a pass in the curriculum of third class.

## ENGLISH COMPOSITION.

1. Show in what respect the following sentences may be improved:

(a) Those whom he feels would find most advantage by being his guest, should have the first place in his invitations.

(b) I would be false if I did not say, as I think, that honesty is the best policy.

(c) It has been truthfully said that much depends on the faithfully discharging the duties of life.

(d) The stone on an upright tombstone, close to him, was a strange unearthly figure whom, Gabriel felt at once, was no being of this world.

(e) It was found after a few days delay that all the returns, official and otherwise, were in.

(f) The greatest masters of critical language do not always agree; not infrequently they differ among one another.

(g) Distinguish between ceremonial and ceremonial; continue and continue; dead and dead; luxuriant and luxuriant. Give an example of each.

2. Write a letter of not fewer than 250 words, on "Agricultural Exhibitions."

## ARITHMETIC.

N.B.—The work of each question must be given in full. No marks will be given for answers to questions 1, 2 and 3 that are not absolutely correct.

1. Add together 78,485, 678,549, 8,761, 987,891, 78,081, 98,045, 877,898.

2. Multiply 75,807,988 by 94,807.

3. Divide 745,000,000,000 by 708.

4. Make out and certify a bill for the following:—On Oct. 13, 1899, Wm. H. Peterson bought of Mr. Amos Wardlaw, 75 yds. linn. at 26¢, 34 yds. lace at 87¢, 13½ yds. ribbon at 12¢, 11½ yds. embroidery at 17¢, 28½ yds. lace at 24¢, 3½ yds. frilling at 16¢, 13½ yds. pink flannel at 47¢, 4½ yds. flannel at 47¢, and 7½ yds. silk at 13½¢.

5. A train starts at 8:30 a.m. on a journey of 18 miles and travels for 3½ hours at the rate of 34 miles per hour. If he then quickens his pace by 3½ of an hour, at what hour of the day will he arrive at the end of his journey?

6. In an examination A obtained 78 per cent. of the full number of questions, B by 16 per cent. of the full number. If A received 975 marks, how many did B receive?

7. If a cubic foot of gold weighs 1,208 lbs. avoirdupois, what must be the thickness of a gold ribbon 1½ in. wide and 10 ft. long, weighing 48 grains?

8. Divide \$40.11 among 7 men, 16 women and 25 children, so that 5 men may get as much as 6 women and 5 women as much as 8 children.

9. For how much must a ninety-day note be drawn to realize \$5,700 when discounted at 6 per cent? (365 days, one year.)

10. Six months after date was promissory note, discounted in Ottawa on 13th Oct. 1900, at 6½ per cent., exchange ¼ per cent. \$73,483.45. Montreal, 8th Oct. 1900.

11. Six months after date was promissory note to the order of Messrs. James Akenside, Son & Co., seventy-three thousand four hundred and eighty-five 45-100 Dollars, at the Bank of Montreal, here. Value received.

W. H. K. OLSEN & CO.

## GEOGRAPHY.

1. Define the geographical terms: Eclyptic, zodiac, tropics, equator.

2. Mention the most direct route a traveller would take going from Halifax to Dawson City. Mention the railways, oceans, ports, straits and islands on his way.

3. What are the chief ports and harbours of British Columbia? Indicate their locality.

4. Into how many provinces and districts

"Winter Finds Out What Summer Lays By."

Be it spring, summer, autumn or winter, someone in the family is "under the weather" from trouble originating in impure blood or low condition of the system.

All these, of whatever name, can be cured by the great blood purifier, Hood's Sarsaparilla. It never disappoints.

Bills—"I was troubled with boils for months. Was advised to take Hood's Sarsaparilla, and after using a few bottles have been since bothered." E. J. GLADWIN, Truro, N. S.

Could Not Sleep—"I did not have any appetite and could not sleep at night. Was so tired I could hardly walk. Read about Hood's Sarsaparilla, took four bottles and it restored me to perfect health." Miss Jessie Turnbull, Cranbrook, Ont.

Hood's Sarsaparilla

Hood's Pills—Cure liver bile, the non-irritating and only cathartic to take with Hood's Sarsaparilla.

## WM. T. HARDAKER, AUCTIONEER.

1 am favored with instructions to sell at my commodious salerooms, 77, 79 and 81 Douglas street.

## Auction

Friday, Nov. 23, 2 p.m.

Valuable and Almost New Furniture and Effects

CHINA, BRIC A BRAC, SILVERWARE, 2 GUINIRS, 1 BANJO. This will be a big sale, and entirely without reserve.

Particulars later. WM. T. HARDAKER, The Auctioneer.

are the Northwest Territories divided?

What are their capitals or principal towns?

5. Name the chain of rivers and lakes which lie between Ottawa and the Georgian bay.

6. Name four cities in Ontario having a population of over 30,000 inhabitants.

7. Name the constituencies in the province of Quebec north of the St. Lawrence river returning representatives to the house of commons.

8. What are the six largest lakes in the province of Quebec?

9. What are the chief articles of export principal products and Nova Scotia; their principal exports? Name the principal ports of these two provinces, indicating the chief sources and outlets.

10. What are the approximate population of Prince Edward Island? What strait separates it from the mainland?

## HISTORY.

1. Give a brief outline of Queen Anne's reign. Name the distinguished men of England in her time.

2. How was it that William and Mary were invited to the throne of England? With what country was England at war during their reign?

3. What were the two most serious wars under the reign of Queen Victoria's reign—given at the time of the other in Asia?

History of France.

4. Who was Charlemagne? What important events took place in France, Germany and Italy during his time?

5. What were the causes of the foreign wars called the Crusades? How many were there? What monk was largely instrumental in arousing the western nations to commence the crusades?

6. What do you understand by the feudal system? When did it commence and terminate?

History of Canada.

7. What unfortunate event took place in Canada under the administration of Governor de la Riviere?

8. State what you know of M. de Roberval.

9. Who was Cavelier de la Salle, and with what discovery is his name connected?

10. What were the causes of the war of 1812 between Great Britain and the United States?

11. Who were the governors or lieutenant-governors of Lower and Upper Canada at the time of the political troubles of 1837?

## ENGLISH GRAMMAR.

1. Adverbs and prepositions are sometimes used for adjectives in sentences. Give an example of each.

2. Give an example of a verb used reflexively.

3. Give two examples.

4. Other parts of speech are sometimes used as adverbs. Give one example of each.

5. Give an example of a noun clause, an adjective clause, and an adverbial clause.

6. What is meant by the progressive form of a verb? Give an example.

7. Show in what respects the following sentences are incorrect, and rectify them:

(a) Many people make a mistake in supposing that wealth, and not wisdom, procure esteem.

(b) The report was current yesterday that the regular of the police were suffering great hardships, and agrees with what was heard before.

(c) It is a safe and prudent policy that we always should never resort to pleasure.

(d) Most people will admit, when nearing the end of life, that they have done no more than it was their duty to have done.

(e) It is not indeed to be confessed that a hamper or a satire do not carry in them robbery or murder.

8. Parse the following:—Wrong he sustains with temper, looks on heaven.

9. Nor stoops to think his injurer his foe.

## ORTHOGRAPHY.

Copy the following extract, correcting the errors in spelling; 3 marks will be deducted for every misspelled word in your copy.

"The following extract, copied from the government of this or of any other country which have had so great an influence on the social life of the people as the postal service for the conveyance of letters from one town or district to another. As happens with most great discoveries and important institutions, the origin of the postal service is obscure; just as the source of a large river may be traced to a number of small rivulets rising in different places, which mingle their waters without any one of them having much claim to be considered the source of the great stream. It has been suggested that the carriage of letters was a duty simply to be performed by slaves among the German and Saxon tribes, which were expected to go on errands and carry goods or messages to their lords and nobles, and that the people took it as a mark of honor to be entrusted with the service. The resemblance is, however, to casual to support such a conclusion, or to attribute the origin of the postal service to some common service, but not to speculate on this, and confining our attention to England we find no such trace of the postal service for letters having been established before the time of Edward I and had been implied by merchants settled in England before the fifteenth century."

## TELEPHONE DEVICES.

The Instrument Answers Back Automatically or Takes a Message.

From the Montreal Gazette.

As the telephone was invented on this side of the Atlantic, and is in much more common use here than in any other part of the world, it is rather curious that two recent devices to improve or supplement it should come from the Old World.

The first of these, an English invention, adds to the telephone an appliance which will automatically record messages received, and even give an answer in the absence of any one to attend to the receiver. Practically it is a combination of the telephone and the phonograph, which can be set ready for automatic use when the house or office is left unoccupied. When the business man goes out for lunch, the phonograph is set so as to reply to any call at the telephone. Mr. ———— the instrument is fitted with a telephone which will automatically take down any message you may send, and Mr. ———— will read it on his return. The person who has called up Mr. ———— in his absence may then read off a message to the extent of 15,000 words, which will be automatically recorded and may be read by the owner of the telephone on his return. It is an ingenious notion, but its practical value seems to be doubtful. The intelligent servant or office boy can take a message, and will be cheaper than the telephone. Generally speaking, a message will serve. Generally speaking, a telephone call means a message.

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sage simply, but a conversation; and a conversation requires some one at each end of the wire.

The other invention, which hails from Paris, is less ambitious, but of more practical service. It is an auto-communicator, whereby a subscriber can put himself into communication with any other subscriber by this contrivance (or for himself, by merely bringing numbered discs into combination and then ringing his bell. Obviously such a device would be of little use for a city like Montreal; the number of discs would be so large as to require a separate room for them, and the trouble involved would be greater than that of calling up "central" under the present system. But the new device seems admirably adapted for country districts and small towns, where the subscribers are not numerous, and telephone calls, not being frequent, do not receive very strict attention at the exchange. The new system seems to have worked very well in Paris on a small scale, and arrangements might possibly be made to give each subscriber in a large city automatic communication with the hundred or so he is habitually in conversation with. There are thousands of names on the Montreal book; but there are few people who call up more than a hundred different numbers in the course of a month. To get direct communication with these without waiting for "central" to make the connection would save much time and some vexation, though as a rule the "hello" girl does her duty with admirable patience, good temper and intelligence. As a class they are so deserving that one would be sorry to see this department of women's work closed; but this is a busy world, and any contrivance which will save a few seconds is welcome.

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